

PRICE THREEPENCE

WANTED - a useful HORSE for spring cart W

REASON, 7, Bridge street.
 WANTED, a steady domesticated GIRL, about 15, to
 go in the country. 237, Market-street.
 WANTED, a BARMAID, to assist in housework
 Willow Tree Inn, Liverpool and Castlagna streets.
 WANTED, a strong boy ; used to the tailoring pre-
 ferred. 141, Pitt-street, second floor.
 WANTED, a respectable GIRL, about 14, to nurse
 and be useful. Apply 72, Market-street.
 WANTED, Four active Female SERVANTS, for an
 hotel in the country. J. C. GLUE, 162, Pitt-st.
 WANTED the public to know that Mr. WOODS,
 Pianoforte Tuner, is returned from the country.
 WANTED, by an active young Man, SITUATION as
 CLERK, or to assist in a store. G. L. HEARLD.
 WANTED, a good General SERVANT. Mrs. BIRD,
 Portview House, rear of National School, Paddington.
 WANTED, a CARPENTER, to do a small job.

WANTED, a Nurse, Protestant; also a Landwaiter, for the country. "The Home," 58, Elizabeth-street.

WANTED, a respectable BOY for a stationer's shop in the country. Apply 237, Macquarie-street.

WANTED, Cooks, for town; Housemaids, General Servants for engagement, at Mrs. CAPPS' Office.

WANTED, a competent DRAYMAN. Apply 151, Sussex-street.

WANTED, a respectable LAD, at F. SMITH'S, opposite the Royal Hotel.

WANTED, some TROUSERS FINISHERS. 191, Elizabeth-street.

WANTED, a first-rate Bread CARTER—see invariable, 22, South Head Road.

WANTED, a Sewing MACHINE and experienced Hand to work, at 43, Riley-street North.

WANTED, for the Warehouse, a competent SALESMAN. PRINCE, OGG, and CO.

ANTIED, a Buy Let-off Clothing. Mrs. M. CARR-
 FERRY, Market and Elizabeth street. *Wives attended to.*
 ANTIED, a competent GOVERNESS. Mrs. J. C.
 TAYLOR, 1, Belgrave-terrace, Dering-lane.
 ANTIED, a thorough good General SERVANT.
 201, North-street.
 ANTIED, Single MEN to make kip boots. Apply
 362, Castle-street South.
 ANTIED, a Plain COOK and LAUNDRESS. Mrs.
 L. MOORE, Fyrmont Bridge Road, Gleebe.
 ANTIED, by a Young MAN, a SITUATION in the
 wine trade; used to cellar work. E. M. HERRARD.
 ANTIED, a Young MAN, to collect orders and deliver
 meat. R. GILES, 44, Hunter-street.
 ANTIED, a General SERVANT. Mr. MICE,
 John-street, Fyrmont.
 ANTIED, a Person (tailors preferred), for Singer's
 Machine. Apply Post-office, Fyrmont.
 ANTIED, a General SERVANT. 247, Pitt-street.

WANTED, a YOUTH, to attend to the batins. Metro-
 politan Hotel, Pitt-street.
WANTED MEN, to make kip boots. Apply to Mr.
 SWEETMAN, 40, King-street.
WANTED, APRENTICES to the dressmaking.
 Apply 280, Castleview-street.
WANTED, JOINERS. Apply to J. WHITE,
 Wilson-street, Newtown.
WANTED, a BRICKLAYER, at the City Loan
 Works, Fyrmont.
WANTED, a RUNNER. Apply at the Forest
 Flower Hotel, 318, Kent-street.
WANTED, a GIRL to make a baby. Mrs. LEVY,
 Devonshire-street, Jews' burying ground.
WANTED, a CABINETMAKER. T. MOORE,
 Pitt-street, near Park-street.
WANTED, a NURSEMAID. Apply next the Post
 Office Road.
WANTED, a

ANTED, a respectable GIRL to make herself useful. Apply 260, George-street.

ANTED, a Daily GOVERNESS. For address apply CHURCH, BROTHERS, Clarence-street.

ANTED, a first-class CABINETMAKER; none but such need apply to J. HINTON, Hunter-st.

ANTED, an active Girl as General SERVANT, who can wash. 144, Castleberg-street North.

ANTED a Girl, as General SERVANT. 39, Kent-street North.

ANTED, a HANDY MAN. 519, George-street.

ANTED, a good General SERVANT. Mrs. HARRIS, Urkino House, Harris-street.

ANTED, a respectable Young Woman as NURSE. 10, Kent-street North, George-st., opposite MARKET.

ANTED, a LAD, as apprentice. DOWNEY, North-street, 50.

WANTED, Two Female General House SERVANTS, with references. Sydney and Melbourne Hotels, Argyle-street.

WANTED, as General SERVANT, a young person who can sleep at home. Good references required. PIKE, Victoria-street, near "Sacred Heart."

WANTED, steady, sober, industrious elderly Woman, as General SERVANT. Mrs. EVANS, 184, West-street.

WANTED, a competent PARLOURMAID (Protestant). Apply to Mrs. FANNING, Canterbury House, near the Ashfield Station.

WANTED, a journeyman GUNSMITH. To a good general workman the highest wages will be given. Apply to Mr. SHEPHERD, West Meildale.

WANTED, General SERVANT, age about 16. Apply on 11 o'clock to Mr. GODARD, Bilsland-street, two doors north of Goulburn-street.

WANTED, a General Servant, Nurse, and Needle-woman, Married Couples, Gardener. J. S. CLUKE.

WANTED, a first-class PARLOUR MAID; also a LAUNDRESS and HOUSEMAID. Apply at 12, Bedford Row, London, E.C.4, before 1 o'clock.

WANTED, a respectable English WOMAN, as COOK and LAUNDRESS. Apply to Mrs. F. WING, Ashfield.

WANTED, a comfortable COTTAGE, in the neighbourhood of Flag-staff Hill. Address, stating name, N, Box 198, Post Office.

WANTED, a Situation for a respectable young Person, as through Needlewoman. Mrs. CAPPS, 124, Euston Road, N.W.

WANTED, by a young Man, EMPLOYMENT, having a thorough knowledge of the wine and spirit trade, in currying, bottling, and packing. Address H. 160, Lower George-street.

WANTED, a BEDROOM, in a respectable locality, within five minutes walk of the A. S. N. Co., by a young Gentleman, who has a moderate income. Apply to H. C. HERALD Office.

WANTED, a ROOM, partly furnished, with the use of kitchen, within ten minutes' walk of St. Paul's Church, Redfern. Liberal terms for a suitable place. Address **BLACK, HERALD OFFICE.**

WANTED TO KNOW that you can have Coats of Arms, Crests, &c. from 1s. Trophies from 2s., and 2s. 6d. Hats, &c., at **W. BAYNES, 287, Kent-st., near Erskine-street.** (Left-off clothing bought.)

WANTED, in a central situation, for a few weeks, a large **GROUND FLOOR**, for the display of marble busts. **BRADLEY AND NEWTON**, auctioneers, Old Market-st., Adelaide.

WANTED, by a married Man, a SITUATION, as **STOCKS, REPAIRS**, the management of an Hotel, or otherwise useful-work or country; highest references. Address **TRUST, HERALD OFFICE.**

WANTED, to lease a HOUSE, adapted for a School; it must be situated within forty miles of Sydney, easy of access, either by rail or steamer. It is intended for a boarding-school, and the property and furniture must be an almost perfect one. Apply in person to **MR. JAMES H. BENTLEY, 10, Market-st., Sydney.**

WANTED, a CLERK, for the Carriers' Association, one who is acquainted with Sydney. A liberal salary will be given to a sober efficient man. Apply by letter, stating qualifications, on or before MONDAY, the 14th instant, to the Secretary Carriers' Association, Commercial Union Buildings.

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LATER EUROPEAN AND AMERICAN NEWS.

[FROM OUR MELBOURNE CORRESPONDENT.]
Melbourne, Monday, 1 a.m.
The Suffolk arrived yesterday, and brings London papers of 30th December. She was within 450 miles of the Otway a week ago, when she encountered a whirlwind, and lost her jibboom, foretopmast, and maitopgallant mast. The money market in England was not so firm. Consols for money, 89½, to 90; for account, 89½, to 90. A further decline was prevented by favourable reports as to the French budget.
Discount, 6 per cent., with strong demand.

AMERICA.

New York, 17th December.
Sherman had crossed Georgia to the Atlantic coast, capturing Fort M'Alister, which forms a main defence of Savannah. It was reported that he had captured Savannah itself with 11,000 prisoners, after a fight of eight hours, but this was a confirmation.

President Lincoln reports that Sherman's army was stronger by 40,000 men, blacks and whites, than when he entered Georgia.

The Confederates admit he has but few impediments and sustained little loss.

In Tennessee, Confederate General Hood has been beaten by superior force under Thomas. Hood attempted to besiege Nashville, and has been driven back eight miles.

At Petersburg and Richmond there was no movement.

Admiral Porter has sailed with a large fleet under real orders. It is supposed for Charleston, which he will besiege simultaneously with Sherman's movement on Savannah.

Expectation and excitement is very high throughout the North.

Judge Counsel, of Montreal, has discharged the *not dissent* Confederate soldiers who ravaged St. Albans in Vermont from the Canadian frontier. He took up technical ground as to the insufficiency of warrants. The New York papers are very wrath in consequence.

POLAND.

Eleven Polish gentlemen were condemned to death for their share in the rebellion. Twenty-seven were sent to a fortress under sentence of imprisonment for life.

The secretary and manager of the late Unity Bank have been committed for trial to the Old Bailey, for defrauding the shareholders by falsifying the balance sheet. Bail of £4000 was accepted.

A great row was expected at an Ultramontane meeting in Dublin, but the Grand Orange Lodge prohibited the presence of Orangemen, and all passed off quietly. The meeting was a complete failure.

In Paris the Pope's Encyclical Letter continues to be the great topic, to the exclusion of every other political subject. With exception of *La Pays* and *La France*, all the papers agree that it is the self-condemnation of the Papacy.

Prime, treasurer of the Holme Relief Fund, confesses a deficiency in accounts to the extent of £2416.

TELEGRAPHIC MESSAGES.

[FROM OUR CORRESPONDENTS.]
MELBOURNE.

Saturday evening.
VICTORIAN RACING CLUB - AUTUMN MEETING.

GRAND STAND STAKES of 5 sovereigns each, with 50 lbs. weight for age. Maiden horses allowed 10 lbs. 1 mile and three quarters.
Mr. Dowling's Falcon 2
Henry's Vindicator 1

Maiden Produce Stakes, for three-year-olds, of 15 sovereigns each, and 1 sovereign entrance, with 100 sovereigns added. Distance, one mile and a half. Ten per cent. of the stake to go to the second horse. Value of the stake, 350 sovereigns.
Mr. Green's Grenadine, by Indian Warrior 1
Dowling's The Stag, by Wyrhark 2

Autumn Steeplechase, handicap, of 10 sovereigns each, with 150 sovereigns added. About three miles.
Mr. Day's Beaufort 1
Baron 2

Town Plate, of 10 sovereigns each, with 100 sovereigns added; weight for age. Two miles and a half.
Mr. Dowling's Illumination 1
Dowling's Lancer 2

Holder Stakes, of 3 sovereigns each, with 50 sovereigns added.
Mr. Dowling's Frolic 1
Henry's Vindicator 2

The Melbourne Cricket Club have refused to forego Captain's engagement until he had answered charges of having stated in Sydney that he could not get his salary from the club.

A large Protectionist meeting was held at St. George's Hall, resolutions favouring the new tariff were passed. Several free-traders who attempted to address the meeting were forcibly expelled.

The Government officially deny any arrangements respecting the Border Duties has yet been made by the Government of New South Wales.

Admiral, Suffolk, from London; Wonga Wonga, from Sydney.

Sailor, Harrow, for Sydney.

The You Yangs sails on Friday.

ADELAIDE.

Saturday evening.
No signs of the English mail due to-day.

Boats play again on Monday and returns for Government immigrants.

No business doing.
Breadstuffs lower, sales of wheat have taken place at 6d. 10, 12, 10, to 12.

Coaling - Coaling, from Melbourne; Albert and Co., from Newcastle.

FATAL ACCIDENT - Saturday's *Patrol Times* mentions that a man named Angus Campbell was drowned in a boat, on the 25th ultimo, whilst bathing in the sea.

The deceased was a sawyer in the employ of Mr. Bennett, and the day previous to his death came into the township with a load of timber, when he commenced drinking, continuing partially intoxicated until the following day to the time he was last seen.

He was last observed by a lad to drive the limb of a saw, and it is supposed that he came in contact with a tree, which the river abounds with, and was thrown overboard. A black mark was noticed on the forehead.

There being no resident magistrate, the body was interred the following day without inquiry.

"Wherever I go," said a Yankee gentleman, remarkable for his State pride, "I am sure to find a gentleman from my own State." "No wonder," said the gentleman he was addressing; "for any man of that State who has any sense leaves it as fast as he can."

MANUFACTURING INDUSTRY OF NEW SOUTH WALES.

No. VI.
THE IRON TRADE - (CONTINUED).

Besides the extensive firms we have noticed, there is also the engineering establishment attached to the Government railway works, where there is a very fine collection of the best and most powerful tools. The works are situated at the Reform railway station, and there are executed all the repairs, &c., to the engine and iron work of the rolling stock. Thirty-five hands are employed, of which number four are boys. They consist of steam, iron, and brass turners, cooper-smiths, boiler and pattern makers, &c. The wages paid are the same as those given in town, and range from 11s. to 12s. per diem. The machinery consists of a very large punching and shearing machine, the most powerful of the kind in the colony; a rolling machine, capable of rolling boiler plate of any thickness likely to be used; two large lathes for thick turning; two medium-sized lathes; three self-acting screw-cutting lathes; one large and one smaller vertical crane drilling machine; two back gear drilling machines; one double-headed shaping machine; one screwing machine for cutting screws on bolt ends; one large and two medium-sized planing machines; one boring mill for cylinders; a circular and vertical saw gear, with saws of various sizes. The whole of these are worked by a high pressure horizontal engine of twenty-horse power. Beyond the engine-house is the smith's shop, in which there are six fires going, three others being in course of erection. Here there is a very large and powerful Nasmith's steam hammer. The weight of the hammer itself is 45 cwt., and it falls with a force of about six tons at each stroke. A smaller hammer of the same make, and weighing 15 cwt., is also fitted up in the smith's shop; to each of these are attached cranes, working between the hammer and the furnaces in which the metal to be worked is heated. Here there is also a very fine tire-bending machine, with the necessary furnace. This machine is so powerful that, if required, it could bend the ordinary tires used, without cold. A little beyond this is a hydraulic press, with cranes, for forcing the wheels on to the axles; these cranes are usually made a little larger in order to secure a tight fit to the wheels, and great force is consequently required to get them into the opening left to receive them, in the centre of the wheel; this work, the machine performs with great power and certainty. This establishment has executed some very extensive works, having in some instances taken to pieces, refitted, and some times remodelled the engines at work on the line. In boilers, however, their work has been very great, the demand upon them in this respect being almost continuous. Simple as the exterior of the engine looks to the railway traveller, he would be astonished to behold the complication of tubes, &c., that form the interior of the boiler. These tubes, smaller, and of course more difficult to work, than those of the marine boilers, are made of brass, whilst the fire-boxes are invariably of stout-iron, mostly half inch copper plate; the work is therefore not only great and difficult, but also of a most expensive kind.

We have now noticed the principal engineering establishments of the city. There are still some others, amongst which that of Messrs. Hilday and Morison, at the foot of Erskine-street, is perhaps the most worthy of notice for the machinery it possesses, and for the extent of work it turns out. We believe, however, that we have quoted a sufficient number of instances to show not merely the importance of this branch of the iron-trade, but also the various kinds of work undertaken in it.

Turning in another direction, we find that a by no means unimportant branch of the iron trade, though certainly not so extensive as some of those we have alluded to, has grown up within the last two or three years. We allude to the manufacture of numerous small articles for domestic use, from galvanneal iron. The most important establishment in this line of business is that of Mr. Zollner, in York-street. Three different premises are occupied in this street, at no great distance apart, however, in which separate portions of the work are carried on. In the one, the articles are made from the black sheet iron, in another they undergo the galvanizing process, and in the last, works of another description are carried on. The process of galvanizing was described in this journal about fifteen months ago, on the occasion of Mr. Zollner first fitting up the bath and entering upon this branch of the business. As an evidence of the success that has attended his enterprise, it may be stated that now the average quantity of iron used in these works alone is about ten tons of black sheet iron, and a proportionate quantity of hoop and rod iron, or about one ton.

These articles are made of sheet iron, and are worked up into tubs, buckets, coal scoops, &c., to be afterwards galvanized. About a hundred dozen of buckets are thus produced weekly, and about fifty tons of tubs, of six in each nest. From twelve to fifteen men are employed upon the premises. They work piecework, and usually earn from 4s. to 5s. 12s. per week. There is full employment in this branch of trade, and for some considerable time past no good tradesmen have been out of work.

The sheet iron used has to be imported expressly for this work, as it is essential to the success of the galvanizing operation that the sheets should be perfectly clean. Thus they are carefully packed in lined waterproof cases, and, of course, cost a comparatively larger sum than the ordinary sheet iron. Notwithstanding this, they are made up at a price that compares favourably with the imported article, and so successfully that they have all but supplanted the latter in the market. There is also this further advantage, that Mr. Zollner having a large stock of goods on hand to meet any demand that an exigency may cause, the trade have not themselves to keep up stocks in this line as they were compelled to do whilst dependent on the English market.

There are numerous other tradesmen working in this line of business, that is, in the manufacture of iron and zinc tubs, buckets, &c., though none of them carry it on as a distinct branch of business, or produce anything like the amount of work that is turned out in the factory just mentioned. However, the aggregate amount of these small domestic articles thus manufactured in different quarters is, when added to those of Mr. Zollner's production, so great that, as we have before said, nearly, if not the whole of the galvanneal iron goods now so extensively used for domestic purposes, or on the mines, are produced in Sydney, and consequently few, if any, of them are imported.

A very large quantity of iron is also consumed by the wheelwrights of Sydney, not only in tires and axles, but also in the iron fittings required in the heavier kind of dray work. An ordinary old-fashioned pole dray, such as those used for bullock teams, contains somewhere about six cwt. of ironwork upon it; and the larger double shaft waggon now more generally used, as being more adapted for horse traction, have even a larger amount than this. As an example of what is done in this branch of the iron trade we may take the establishment of Mr. Baylis, of Brickfield-hill, perhaps the oldest in that line in Sydney, having been in existence since 1836. The number of men employed here averages about sixty, and in addition there are twelve boys, apprentices of various ages. This, however, is the men engaged in the many various branches into which this trade spreads itself. The blacksmiths or actual workers, in iron are twenty in number, and four boys. Their wages are 10s. a day, the labourers or hammer-men getting 6s. a day. There are ten fire kept constantly going, blown by a fan blast worked by an engine of twelve-horse power. Connected with this engine, and worked by it when necessary, is a lathe capable of being used either for iron or wood turning, and a circular saw. The establishment turns out upon an average about thirty large sized drays per week, besides executing other work; and, taking one week with another, it is estimated that about ten tons of bar iron are weekly worked up. Second

in extent only to this establishment is that of Mr. Bull, also of Brickfield-hill. There are also some others in the trade, but the two firms we have named divide the greater part of the business between them.

Of the many other workers in iron-smiths, shoers, &c., who all help in their degree to swell up this trade into the great importance it has of late years assumed, it is not our intention to mention any particular shop, although we may in general terms say that these have extended themselves in all directions, and are to be found in all quarters, more particularly in the suburbs of the city, on the main lines of exit from it, and that the improvement that has marked those branches of the trade upon which we have dwelt more at length has reached downward to these, and we see turned out from them work of a superior character to that which was executed only a few years back.

Nor should we forget to mention here that, in addition to the other branches of this trade that have recently sprung up, there is another that at no distant date promises to be of importance. This is the manufacture of cooking-stoves and ovens. There are some three or four firms who are now extensively engaged in the production of the former articles.

A manufacturing establishment, whose productions are calculated materially to influence the iron trade, is now on the point of completion, and will be fully at work most probably in the course of next week. This is the City Iron Works. These works are situated at Pyrmont, near the foot of the bridge that connects Pyrmont with Glebe Island. The object with which these works have been established has been to use up the large amount of scrap iron that is lying about the city and suburbs completely useless, and to convert them into an article of value. These scraps are collected, and are worked up by means of the steam-hammer into what are technically called blooms; being masses of iron of a certain size suitable for after working in the rollers that are to send them into the market in the form of rod iron. They are provided with a large and powerful train of merchant rolls for rolling bar iron, round, square, flat, and angled. Some of the size and power of the train may be gathered from the fact that the driving and fly wheels attached to it weigh 7 tons 12 cwt. each, being the largest wheels of the kind in the colony, with the exception of those in use at the Fitzroy Iron Mines. This machinery will be driven by an engine of fifty-horse power. Three balling and mill furnaces have been erected, and are so constructed that the flues from them run through and under the boiler of the steam-engine, so as to generate steam and thus save fuel. The same principle has been adopted in regard to the boiler connected with the machinery of the hammer. Another saving is also effected by the collection of the condensed steam in the shape of hot water, not many degrees removed from the boiling point, in a receiver, from which it is taken up again into the boiler to be reconverted into steam. The steam hammer weighs 20 cwt., and is constructed on Cordill's patent, which is so far different from Nasmith's that the piston is stationary, and the hammer falls on the work of the falling hammer, or about 25 or 26 cwt., receiving no additional impetus from the steam. They have also a train of rollers for rolling boiler plates, but these have not yet been erected, and there is also a powerful circular saw for cutting bars of iron ready to be fitted up. This has already been made use of by Messrs. Cornish and Bruce, railway contractors, in Melbourne, and has been found to be of great strength and utility. In addition there is a large and heavy shears for trimming the ragged edges left on the plates after they leave the rolling train. At present there are twenty men and twelve boys employed, but when the machinery is at work about sixty men will be required. The men employed on this work form a clear and distinct branch of the iron trade, and it is feared that there will be some difficulty in procuring them in the colony. At home they command a very high price, ranging at about 41 per cent. above the average wages, and the demand for them is very large. It is a very desirable employment for them, there, they are found to emigrate. Thus the want of suitable men for the work will be likely for some time yet to come to prevent the machinery from working up to its full productive power. About fifty tons of blooms have been already wrought under the steam-hammer ready for working up next week, when the train machinery will be set in motion. They have also manufactured about fifteen tons of axle iron, which have been pronounced by competent judges to be far superior to those imported, by reason of their having been wrought up from scrap iron. Just at the present moment the market happens to be glutted with this article, and it does not command a sale, although the price asked for it is only the same as that for the article that it is imported can be put down at. They have also for sale a batch of thirty cwt. for the flywheel of their own rolling train, and they are capable with their steam-hammer of undertaking a shaft of four tons weight.

THE LATE REV. W. DRAKE. - The Church of England Chronicle of the 8th instant thus notices the death of the Rev. W. Drake, late of the Glebe - "It is with regret that we learn of the death of the Rev. William Drake, formerly of St. John's, Bishopsgate, in this diocese. Mr. Drake had become the curate of West Coker, near Yeovil, and had resided there about twelve months, working harmoniously with his rector, the Rev. David Cooper, of Trinity Church, Bristol, who, at the conclusion of the service, delivered to the many weeping bystanders a brief but touching address. The Rev. C. Pemy, the rector of West Coker, in a letter to the Bishop adds - 'I have this day lost a kind helper, a true and faithful minister of the Gospel, and a true friend. The tears of the parishioners have been freely shed, and in a word, I may truly say that my late curate has died deservedly lamented and regretted. A stained glass window to his memory will be erected in the church, and the parishioners will be glad to contribute to it. The expense of these memorials will be met by the parishioners, and the Rev. C. Pemy has been very kind to defray the public subscription. Mrs. Drake is about to remove to the neighbourhood of Bristol with her two children.'"

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